



**ABILENE**

Metropolitan Planning Organization

**R-2019-03**

**A RESOLUTION OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION  
ADOPTING A TRANSIT ASSET MANAGEMENT (TAM) PLAN WITH ASSOCIATED  
TARGETS FOR STATES OF GOOD REPAIR ASSOCIATED WITH TRANSIT ASSETS.**

**WHEREAS**, The Moving Ahead for Progress in the 21st Century Act (MAP21) and subsequent Fixing America's Surface Transportation (FAST) Act require the implementation of performance-driven and outcome-based programming that provides a greater level of transparency and accountability; and,

**WHEREAS**, The City of Abilene's CityLink transit system has adopted targets for a state of good repair of various assets including rolling stock, equipment and facilities; and,

**WHEREAS**, The Abilene MPO desires to ensure transit planning, programming and target setting is performed in a coordinated and compatible manner with local transit providers.

**NOW THEREFORE, BE IT RESOLVED, THAT THE ABILENE METROPOLITAN PLANNING ORGANIZATION OF ABILENE TEXAS**, hereby supports and adopts the Transit Asset Management Plan with associated targets for a State of Good Repair as indicated in Attachment A, attached hereto.

**BE IT FURTHER RESOLVED, THAT THE MPO POLICY BOARD** will plan and program projects compatible with the achievement of said targets.


**PASSED, APPROVED and ADOPTED ON THIS** 18<sup>th</sup> **day of** June, 2019

ABILENE METROPOLITAN PLANNING ORGANIZATION

By:

  
\_\_\_\_\_  
Councilman Shane Price, MPO Chair

Attest:

  
\_\_\_\_\_  
E'Lisa Smetana  
MPO Executive Director

Approved:

  
\_\_\_\_\_  
Kelley Messer,  
First Assistant City Attorney, City of Abilene



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**ATTACHMENT A**

**INSERT 2019 MPO TRANSIT ASSET MANAGEMENT PLAN**

## Abilene Transit Asset Management Plan

### **Background:**

- MAP-21 (2012) required Federal Transit Administration (FTA) and Federal Highways Administration (FHWA) to develop a performance-driven and outcome-based program.
- Transit Asset Management Final Rule (2016) - Requires grantees to develop state of good repair performance targets.
- The FTA can plan/prioritize future funding based on the condition of transit assets.
- The FTA recommended using the National Transit Database's Transit Economic Requirements Model (TERM) for facilities: TERM is a 1-5 scale with 5 - excellent, 4 - good, 3 - adequate, 2 - marginal, 1 – poor

### **Abilene Transit Performance Targets:**

The Abilene MPO hereby adopts the targets established by CityLink Transit as indicated below. Should the TAM targets listed in this document be in conflict with targets established by Citylink at any time the Citylink targets shall be incorporated herein.

### **Rolling Stock**

CityLink Transit will utilize TxDOT fleet replacement standard of 120% beyond useful life guidelines from Altoona Age Category of rolling stock.

- Revenue vehicles – No more than the following percentage of the fleet shall be at or past the ***default useful life benchmark (ULB)***

Year	Target Percentage
2019	20%
2020	20%
2021	20%
2022	15%
2023	15%
2024	15%

## Facilities

- Facilities – TERM condition shall be equal to or greater than 3 with no more than 2% of facilities at or past the ***default useful life benchmark (ULB)***

## Equipment

For non-revenue vehicles CityLink Transit will utilize TxDOT fleet replacement standard of 150% beyond useful life guidelines from Altoona Age Category.

- Reportable Equipment – No more than 20% at or past the ***default useful life benchmark (ULB)***.
- Non-Revenue vehicles – No more than the following percentage of the fleet shall be at or past the ***default useful life benchmark (ULB)***

Year	Target Percentage
2019	80%
2020	20%
2021	20%
2022	20%
2023	20%
2024	20%